In England, cows were not slaughtered but only bulls specially nurtured for the purpose of consumption were killed. The agriculturist of the present day felt very great difficulty in his work, because the number of cattle was insufficient. The enormous and frightful infant mortality, the poverty of the soil consequent on the reduction in the number of cattle and the scarcity of good milk, were serious dangers to the economic conditions. His suggestions to improve the situation were,—

(*a*) pasture lands should be opened in every town, especially one in Alleppey, and placed under the Agricultural Department;

(*b*) cattle farming should either be conducted by the Government on a very large scale or private men undertaking to do so should be given decent grants and sites free of cost; and

(*c*) slaughter of cows in the State should be prohibited by means of a Royal Proclamation.

4. The poor people of the country did not know how to save their small earnings and sufficient facilities were not provided. The Government should organise a series of Village Savings Banks and popularise them amongst the people.

Dewan's reply.—Noted.

V. PUBLIC WORKS.

66. Speedy completion of the Kodimatha landing stage.

Mr. Robert Tait (Member, the Central Travancore Planters' Association) said that, though the improvement of the Kodimatha landing was sanctioned by the Government in 1914, very little work was done in 1915, the amount allotted being largely used to acquire the land. At the last session of the Assembly, the Association's Member asked if the work could be completed ere the monsoon of 1916 broke in. He was informed that the work would be completed, provided the planters lent the necessary funds. Funds were subscribed but the landing was not yet finished. The Member added that the Association had already represented to the Government the importance of the work and the benefits which would accrue from it and requested that the necessary orders might be issued for its speedy completion.

Dewan's reply.—I understand from the Chief Engineer that the work will be finished in another month.

67. The Mundakayam-Ranni Road.

Mr. E. Vincent (Member, the Mundakayam Planters' Association) said that the question of joining up Mundakayam with Ranni was brought up on behalf of his Association at the Assembly held in 1914 and that he had been instructed by his Association to request the Government at the present session of the Assembly to give careful consideration to the scheme which, if carried out, would be of great benefit not only to the planting districts in particular, but also to the agricultural population in general. At the present time, there were two estates in the district—Vellanadi and Cheruvally—each with its own outlet road, the former to Mundakayam and the latter to the road known as the Manimala road between Kanjirappalli and Ranni. The Member's request was that those two estates might be joined up by a road which, with the two estate roads in question, would give a direct connection with Ranni. The mere fact that the cutting up of the above road would place Mundakayam within 50 miles from the Punalur Railway Station was sufficient to warrant the work being taken in hand. The road would, moreover, facilitate communications for a large number of cultivators in and around Chennapadi. The tract would run practically in concurrence with the pilgrim tract to Sabarimalai. It would also facilitate the recruiting of labour in South Travancore and Tinnevelly and would give Peermade and Mundakayam a reserve outlet. The latter consideration was most important, as, during three months of the year, the West Coast Ports were closed and the Kottayam-Kumili road, the present sole outlet, was unused. The distance between the terminus of the road from Mundakayam to Vellanadi and the road from Cheruvalli to Ranni was 6 or 7 miles.

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